

ADDITIONAL LOCAL MATTERS

DOG-CATHERER'S SON

Sale of Eric Love's Triumph Through the Political World.

Mercedes Maginnis drew herself up proudly in front of Alphonse O'Hoolihan, and, with flashing eyes and reddening cheeks, exclaimed:

"This makes my rich southern blood boil!"

The young man was silent for a moment, and then, without any show of passion, returned:

"Ah, Mercedes, you can't be no more sorry than what I am. It is fate. You ain't to blame. But we can't wipe out the horrible truth."

"Alphonse O'Hoolihan," the beautiful girl cried, "begone and never let me see your face no more. Once I thought you was noble. But the bitter truth has come to me at last. Good-bye."

He hung his head and was unwilling to depart.

"Mercedes," he said, "let us at least be friends."

"No," she answered, pointing to the door. "After what has been said you can't do nothing to undo it. The time has come for us to part forever."

"But," he pleaded, "same day things might be changed so we would be equals. It is my fault that your mother is only a rag-picker? Am I to blame if society would wonder if the son of a city dog-catcher was to get married to one in your class? Don't look at me with that kind of glances, Mercedes! It breaks my heart!"

"And you," she bitterly exclaimed, "you said you loved me once!"

"Yes," he returned, holding his hands out towards her. "It was the truth. I love you still. Oh, I wish my folks wasn't in society. Then I could marry the girl of my choice. But their set would never forgive them if they thought I had went outside of it for a wife. My mother would never be invited to no more of their parties, and that would kill her!"

She permitted him to take her hands in his, and he kissed her upon the ruby lips until both were weary. Then he sadly departed.

The beautiful girl sat down upon a soap box and permitted her tears to flow, while convulsive sobs shook her tender form.

"Oh," she murmured to herself, "I wish I was dead! If I could only get a job. Then I would be above him and he would have to suffer! But I wouldn't be as cruel as him. No, I would defy society! I would!"

But at that moment Alphonse O'Hoolihan returned, all out of breath, and catching the tender maiden in his arms, cried:

"Everything has come out all right, Mercedes. You shall still be mine!"

For a long time she was too happy to ask him what had brought about the change, but at last she looked up inquiringly, and he said:

"The old man lost his job this morning on account of politics. Once more we are equals!"

TO BE HELD AT RYAN'S TOWN

Sixth Annual Session of the National Irrigation Congress, September 28-30.

Great Bend, Kan., Aug. 3.—The following call for the sixth annual irrigation congress has just been issued:

To the people of the United States:

Agreeable to the instructions of the fifth irrigation congress, the sixth annual session of the National Irrigation Congress will be held in the city of Lincoln, Neb., September 28, 29 and 30, 1897.

The basis of representation in this body will be as follows:

1. All members of the national executive committee.

2. All members of state and territorial irrigation commissions.

3. Five delegates at large, to be appointed by their respective governors, for each of the following states and territories: Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington and Wyoming.

4. Three delegates at large for each state and territory not heretofore enumerated, to be appointed by the governors of said states and territories; or, in the case of the District of Columbia, by the president.

5. One delegate each from regularly organized irrigation, agricultural and horticultural societies, and societies of engineers, irrigation companies, agricultural colleges and commercial bodies, boards of trade, commercial clubs, chambers of commerce, etc.

6. Fully accredited representatives of any foreign nation or colony, each member of the United States senate and house of representatives, and each governor of a state or territory will be admitted as honorary members.

The questions for discussion in the National Irrigation congress are of vital interest not only to the people of arid and semi-arid America, but to every section of our common country. Each succeeding session has been marked by an increasing interest, intelligence of discussion and broadening of plans looking to the reclamation of the arid west and to the establishment of independent means of livelihood for the millions who are yet homeless in a land of unparalleled resources, with a possible destiny beyond the most extravagant dreams of the optimist. Problems of both national and state legislation are to be considered.

The papers and discussions will emanate from authorities of distinction, who have attained their eminence by practical work, laborious study and philosophic research. Subjects will be assigned with reference to the capabilities of the authors to deal with them in the most thorough manner possible under the time limit necessarily imposed by the program committee. Every effort possible will be exerted to make this

ITCHING "For fifteen years my daughter suffered terribly with inherited Eczema. She received the best medical attention, and used various external applications, but they had no effect whatever. S. S. S. was finally given, and it promptly reached the seat of the disease, so that she is cured sound and well, her skin is perfectly clear and pure, and she has been saved from what threatened to blight her life forever." E. D. Jenkins, Lithonia, Ga.

S. S. S. is guaranteed purely vegetable, and is the only cure for deep seated skin diseases.

Do not be deceived. Address, Swift Specific Company, Atlanta, Ga.

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ITCHING

FOR THE BABY

A Valuable Hint to Every Father and Mother.

There are two kinds of babies in the world; the kind who have too little nourishment and the kind who have too much.

The first kind of babies starve because their stomachs are too weak to digest the amount of food necessary for their growth and healthy development and the other kind are overfed with the result that the delicate stomach and intestines are inflamed and as every mother knows, thousands of infants die yearly when warm weather begins, from stomach and bowel disorders.

Opium, soothing syrups and cathartics, however mild, are not what is demanded. Go to the root of the trouble, assist the child's digestion, give the little stomach what is necessary to thoroughly and promptly digest its food and the little one will thrive and grow and gladden the mother's heart.

To give perfect digestion to the child it is only necessary to give in a pleasant form the harmless digestives contained in the well known tablets sold in drug stores under the name of Stuart's Dyspepsia Tablets.

Stuart's Tablets contain no so-called drugs, but are composed of pepsin, pure ascertained, acid stomach digestives and are put up in lozenge form, with sugar of milk, very pleasant to the taste and have been used for years as the safest, best remedy for any form of indigestion and stomach troubles in adults, but recently many remarkable cures have been made in the cases of weakly babies who failed to grow and thrive as they should.

A Buffalo mother a short time ago who despaired of the life of her babe was so delighted with the results from giving the child these tablets that she went before the notary public of Erie Co., N. Y., and made the following affidavit:

Gentlemen—Stuart's Dyspepsia Tablets were recommended to me for my two-month-old baby, which was sick and puny and the doctors said was suffering from indigestion. I took the child to the hospital, but there found no relief. A friend mentioned the Stuart Tablets and I procured a box from my druggist and used only the large sweet lozenges in the box and was delighted to find they were just the thing for my baby.

I feel just fit in saying that Stuart's Dyspepsia Tablets saved my child's life.

MRS. W. T. DETHLOFF.

Subscribed and sworn to before me this 12th day of April, 1897.

HENRY KARIS, Notary Public in and for Erie Co., N. Y.

For babies, no matter how young or delicate, the tablets will accomplish wonders in every case. They are pleasant and easy to take. Full sized boxes are sold by all druggists for 50 cents, and no parent should neglect the use of this safe remedy for all stomach and bowel troubles if the child is illing in any way regarding its food or assimilation.

Stuart's Dyspepsia Tablets has been known for years as the best preparation for all stomach troubles whether in adults or infants.

season the greatest in results of any convention in the history of the movement.

The city of Lincoln, the historic capital of Nebraska, with a thrifty and progressive population of 55,000, is making liberal preparation for the royal reception of the thousands who will attend the congress. The amplest hotel accommodations, at the lowest prices, will be available to all, and the local itinerary will include attractive sight seeing excursions, visits to state institutions, official receptions and the inspection of the state of transportation and irrigation canals and irrigation works will be inspected and their practical results exhibited.

Railroad rates will not exceed a single fare for the round trip from all points between Chicago and the Pacific ocean and probably from any place in the United States to the city of the congress.

Counties adjoining the proposed line of the canal and irrigation works will be inspected and their practical results exhibited.

The governors of the various states and territories and all appointing agencies under the call, are especially requested to advise the secretary of the executive committee of the names and addresses of all appointees and correspondents relating to all matters antecedent and preliminary to the congress will receive prompt attention at the hands of the secretary or the chairman.

E. R. MOSES, Chairman National Executive Committee, Great Bend, Kan.

C. M. HEINTZ, Secretary National Executive Committee, Los Angeles, Cal.

IN SOVE PARTS OF KANSAS

Weather is Reported as a Little Too Dry for Corn.

Topeka, Kan., Aug. 3.—The United States department of agriculture for the Kansas section issued today the following crop report, covering the past week, as compiled by T. B. Jennings, section director:

"A very hot week all over the state, with temperatures passing the 100 degree mark. Good rains in the central and northern counties and fair rains in the southwestern and northwestern counties were reported today. The southwestern and northwestern hot winds over most of the state after Tuesday.

"Eastern division—Corn is in good condition and growing in the eastern half of Chautauque, and in Montgomery, Labette, Nemaha, Pottawatomie, and the southern part of Shawnee and Greenwood, but is damaged in most of the other counties.

"Middle division—Corn is in good condition in the extreme south part of Sumner, in McPherson, the north part of Ottawa, in Cloud, Washington and Phillips. Early corn is about made in Dickinson and Reno but in many of the counties the crop has been greatly reduced and in fact is entirely gone. The western part of Trego has been damaged in Hodgeman and Ford.

"Western division—Corn is doing finely in Thomas, is in good shape in Decatur, is doing fairly well in Graham and the western part of Trego but has been damaged in Hodgeman and Ford.

Those sections of the state where no school teacher attending the institute can afford to leave the city without a copy of the "Sweet Sacred Songs" Ask Miss Clark, your music instructor, about this.

TO RAISE THE FLAG

RATHER STARTLING STORY FROM HAWAII.

From Which It Should Seem That Annexation Believed That in the Event of Failure of Congress to Act for Annexation, Minister Sewall was to Hold Old Glory and Declare a Protectorate—State Department Corrects the Story Promptly—Palmyra Island Claimants.

San Francisco, Aug. 3.—The following from the Associated Press at Honolulu was received by steamer delivery today:

The arrival of the steamship Monua from San Francisco, due here the 29th, means much for Hawaii. In official circles it is generally understood that United States Minister Sewall will carry out the instructions received in the last mail, said to be to this effect:

If the Monua brings word that congress failed to pass the annexation treaty Minister Sewall is to declare a protectorate and raise the American flag. The American minister has had frequent consultations with President Dole within the past week and it is believed that they have agreed on a program. The general opinion here is that congress has decided to let the matter of annexation wait over until the regular session.

SHERMAN'S FOLKS DENY.

Washington, Aug. 3.—It is said at the state department that no special commissioner has been sent by President McKinley to Hawaii, as is stated in a San Francisco dispatch, and that any person representing himself as such has no authority to do so. The interests of the United States in that quarter of the Pacific are deemed safe in the care of United States Minister Sewall.

It is declared positively at the state department that there has been no change in the instructions given either to Minister Sewall or to Admiral Beardsley touching their attitude toward the Hawaiian question. The admiral's instructions were to protect American interests at all points and to establish a protectorate in the event of serious disturbance or the commission of some overt act. It is not understood that the execution of this order was at all dependent upon the action or non-action of congress upon the question of annexation.

EX-MINISTER DUN'S VIEWS.

San Francisco, Aug. 3.—Charles E. Dun, ex-United States minister to Japan, was a passenger on the Belgic, which arrived today. He is enroute for Washington, accompanied by his daughter, and expects to spend several weeks in the United States before returning to Japan, where he has resided since 1873.

Mr. Dun believes in annexation, but is of the opinion that the present congress will never take favorable action on the treaty now before it. He does not look for any rupture that might disturb the friendly relations now existing between the United States and Japan, but he does believe that the government has a just claim against the Hawaiian government in connection with the immigration trouble, although he is not likely to enforce her claims in case the Hawaiian government refuses to recognize them.

"Annexation should have been accomplished four years ago," said Mr. Dun, "and then all of the present difficulties would have been avoided."

"There is no possible likelihood of trouble between Japan and the United States, all reports to the contrary. They have enjoyed peaceful trade relations that are constantly growing, and Hawaii is not of sufficient importance to bring them to an open rupture. Japan naturally protested against the annexation treaty."

"I believe that the Japanese government will act favorably upon the recent offer of arbitration made by your government. The Japanese of all classes feel very bitter against your government and I may venture the opinion that whatever the outcome of the present correspondence may be, Japan will never attempt to use force of arms in enforcing her claim."

The Japanese Gazette states that a telegram was received at the foreign office from Minister W. Shimamura at Honolulu in which he says that there will be no further objection on the part of Hawaii to the immigration of contract laborers.

The German bark H. F. Glade arrived in port this afternoon, direct from Germany. She had on board 15 men, 27 women and 54 children, all German immigrants who will colonize in Hawaii.

NOTHING BUT DESERTERS.

Washington, Aug. 3.—The latest advice of the navy department from the Asiatic station make no mention of any trouble such as was reported from Victoria between the sailors of the Yorktown and Boston and the Japanese at Kobe, and for that reason the officials of the department attach no importance to the report. It is the practice of commanders of United States warships to offer a reward for the capture of deserters from their ships in foreign ports and it is surmised that if any of our sailors have been roughly handled it may have been some deserters who were captured by the local authorities for the reward.

A recently published story of ill treatment of United States sailors in Honolulu turns out to have exactly this fact for a foundation. Some deserters were captured by the local police and as they resisted it was necessary to tie them up and deliver them in this shape aboard ship. The naval officers say that there is hardly any record of ill treatment of American sailors in Japanese ports.

PALMYRA ISLAND.

San Francisco, Aug. 3.—The steamer Belgic brings the news that the right of the British government to take possession of Palmyra Island is to be disputed. Lathrop Wilcox of Honolulu declares that the island belongs to himself, Fred Wadsworth and William Kinney. They secured their right from the Pacific Navigation company, which purchased the island from the Hawaiian government.

The government in turn acquired its right through the discovery and colonization of the island by Captain Benson in 1862.

MAPMAKER DOES HIS WORK.

As Effective for Conquest as an Army With Howlers.

Washington, July 31.—The claim of Great Britain to a large share of Alaska promises to occupy a large amount of public attention for some time to come, if, indeed, it does not become a vital question and give rise to diplomatic complications between the United States and England. The claim is regarded by government officials here as preposterous.

It is considered unfortunate that the senate, to which body the boundary question was brought as the outcome of a treaty negotiated by Secretary Olney and Mr. Julian Pauncefote, did not place a vote on the congress adjourned, so that the location of the divisional line which has been in dispute since 1854, is no nearer a settlement than it has been at any period during the last thirteen years.

General Duffield, superintendent of the coast survey, was a member of the boundary commission. The survey authorized by it has until recently been deemed official. In an interview today General Duffield said:

"Up to 1854 both countries were practically united as to the boundary line between Alaska and the territory between Russia and Great Britain. The United States in purchasing Alaska in 1867 acquired all of Russia's rights. In describing the southeastern boundary, the Anglo-Russian treaty said:

"The line of demarcation between the possession of the high contracting parties upon the coast of the continent and the islands of America to the north-west shall be drawn in the following manner:

"Commencing from the southernmost point of the island called Prince of Wales Island, which point lies on the parallel of 54 degrees 40 minutes north latitude and between the 131st degree and the 132nd degree of west longitude, the same line shall ascend to the north along the channel called Portland Channel as far as the point of continent, where it strikes the 58th degree of north latitude. From this last point the line of demarcation shall follow the summit of the mountains situated parallel to the coast as far as the point of intersection of the 141st degree of west longitude of the same meridian, and finally from the said point of intersection, the said meridian line of the 141st degree in its prolongation as far as the frozen ocean shall form the limit between the Russian and British possessions on the continent of America to the north-west."

"Wherever the summit of the mountains, which extend in a direction parallel to the coast from the fifty-sixth degree of latitude to the point of intersection of the one hundred and forty-first degree of west longitude, shall prove to be at a distance of more than ten marine leagues from the ocean, the limit between the British possessions and the line of coast which is to belong to Russia as above mentioned, shall be formed by a line parallel to the winding of the coast and which shall never exceed the distance of ten marine leagues therefrom."

"All maps from 1875 down to 1881 the boundary line had been shown in general terms parallel to the winding of the coast and 35 miles from it. In 1884, however, an official Canadian map showed a marked deflection in this line at its south end. Instead of passing up Portland Channel, this Canadian map showed the boundary as passing up Behm Channel, an arm of the sea, 60 or 70 miles west of Portland Channel. This change having been made on the bare assertion that the words 'Portland Channel,' as inserted, were erroneous, this change in the line of area of American territory about equal in size to the state of Connecticut was transferred to British territory."

"There are three facts which go to show that this map was incorrect. In the first place, the British admiral who surveyed the coast of the British Columbia possessions in 1885 after the cession of Alaska surveyed Portland Channel and not Behm Channel, and thus by implication admitted this channel to be the boundary line. Second, the region now claimed by British Columbia was at that time occupied as a military post of the United States, with objection or protest on the part of British Columbia. Third, Anne, the British in this region was by act of congress four years ago set apart as a reservation for the use of the Melakala Indians, who sought asylum under the American flag to escape annoyances experienced under the British flag."

"Another change was made at Lynn Channel, the northernmost extension of the Behm Channel, which runs north of Juneau and is the largest of the Yukon delta. The official Canadian map of 1884 carried the boundary line around the head of this channel. Another Canadian map three years later carried the line across the head of the channel in such a manner as to throw its head waters into British territory."

"The Canadian maps carry the line not across the head of the channel, but across near its mouth, 60 or 70 miles south of the former line, in such a way as to practically take in Juneau, or at least all land immediately back of it. And the very latest Canadian map, published at Ottawa within a few days while the claims of the United States were being considered, carried the line southeast of Alaska, prints the legend 'British Columbia' over portions of the Lynn Channel which are now administered by the United States."

"The United States of the United States as to the boundary line in this region said: 'In substance, these determinations throw the dignities at the mouth of Forty-Mile Creek within the territory of the United States. The whole valley of Birch Creek within the territory of the United States, a tributary of Sixty-Mile creek, and a part of the country, also in the United States. Most of the gold is to the west of the crossing of the 141st meridian at Forty-Mile creek. If we produce the 141st meridian on a chart, the mouth of Miller's creek, a tributary of Sixty-Mile creek, and a valuable gold region, is five miles west in an air line or seven miles according to the winding of the stream—al within the territory of the United States. In substance, the only places in the Yukon region where gold in quantity has been found therefore are all to the west of the boundary line between Canada and the United States."

It can readily be seen that the claim of the United States is directly opposed to that of the Canadian. It is true that the arbitration of the 141st meridian was favored by the United States surveyors but some of them were angered at the claims of the English with regard to Lynn Creek and the whole northwest boundary, and expressed the belief that the United States would refuse to arbitrate this portion of the boundary."

OVERRUN WITH TRAMPS.

Trains Captured and Towns Terrorized in South Dakota.

Omaha, Neb., Aug. 3.—A special to the Bee from Aberdeen, S. D., says: Over one hundred tramps and harvesters took possession of a railroad train on the Northwestern last evening. The train was sidetracked and the sheriff and police were called for assistance. After an hour's fight the tramps were disarmed and the train proceeded.

Shufft Hitter was called to Groton last night to arrest toughs who were terrorizing the town. After a big fight they were all taken. This country is now overrun with tramps.

TO GROCERS.

We have direct proof that peddlers of washing-powders say that the stuff they're selling is "made in the same factory" as Pearlina—and that buying from them will save going, or ordering from, the grocery store. Do you want people "saved" that. You have these same washing-powders in stock. Possibly you are giving them out, whenever you can, in place of Pearlina. You are trying to push them into notice; they are trying to crowd you out. You think you are "making more money on them." But will it pay you, in the end?

Send Peddlers and some unscrupulous grocers will tell you "this is as good as" or "the same as Pearlina." ITS FALSE—Pearlina is never peddled, it is sold. And if your grocer sends you something in place of Pearlina, it is not Pearlina at all.

Cholera is reported as prevalent in Siam.

Mr. Kuriam, of the Osaka arsenal, has been ordered to proceed to England, France, Germany, and Italy to inspect the manufacture and purchase of arms in those countries.

The Tilden mine, a Rockefeller property in Michigan, has closed down completely, throwing out 250 men indefinitely. The officials say there is no sale for the ore.

Assistant Secretary Howell has rendered a decision in which he holds that cat-skin should be classed as hides of cattle and therefore are dutiable under the new tariff bill at 15 per cent ad valorem.

The hardware establishment of C. C. Snyder, at Canton, Ohio, which has done business there for half a century, was destroyed by fire at noon yesterday, entailing a loss of between \$75,000 and \$100,000.

News has been received by cable of the birth in England of a son and heir to the earl and countess of Craven. The countess was formerly Miss Cornelia Martin, only daughter of Mr. and Mrs. Bradley-Martin.

A section of the western approach to the Union Pacific bridge at Omaha slid yesterday morning, leaving 220 feet of the east-bound track without support. A heavy passenger train had just passed over the single track.

The American bark Nonantum, Captain Newhall, from Newcastle, N. S. W., April 8, for Panama, has been lost on East Island, a small island lying about 27 south latitude and 116 west longitude, and that all on board were saved.

The St. Bernard Athletic club of New Orleans, which has matched McParland, Everhardt and other pugilists, will hardly be able to carry out the contracts. The police jury has passed an ordinance requiring \$500 license for each contest.

News has been received of the wreck of the steamer "Sri Hong Ann," bound from Singapore to Malacca. The steamer foundered in a squall ten miles from Malacca and 110 people were drowned. Captain Rawlin and ninety-six passengers and the crew were saved.

George Young, of Akron, Ohio, 13 years old, son of respected parents, committed suicide yesterday morning by hanging himself with a rubber hose. The hose was a small one used for filling bottles and had stretched, but the boy pulled up his feet and slowly strangled to death. No cause is assigned.

The Indianapolis city council has passed an ordinance reducing the price of artificial gas from \$1.25 to 75 cents per thousand feet. It is claimed that this rate will still afford a profit of 61 cents per thousand.

It will go into effect in two weeks.

Samuel Blair, one of Chattanooga's oldest and wealthiest citizens, was found dead in a bath tub at his residence in that city yesterday morning, with his throat cut from ear to ear. A bloody razor lying beside the tub showed how the deed had been committed. Business trouble is supposed to have caused the deed.

TRANS-SIBERIAN RAILWAY

How It is Being Built and When It Will Be Finished.

New York, Aug. 3.—When the present emperor of Russia was still czarowitz, in 1891, he turned the first sod in Vladivostok in the building of the great Siberian railroad. From that day to this the railroad has been his favorite project, his most cherished scheme for augmenting the greatness of Russia. It has been pushed with wonderful energy since he came to the throne. The end of this century will witness its completion. The twentieth century will record its mighty influence as a political factor in Asia and as a medium of international trade and intercourse.

The western end of the road at Zlatoust, in the Ural mountains, on the border between Russia and Siberia, and the Russian railroads that extend clear across the czar's domain in Europe with their eastern terminus at Vladivostok and Ekaterinburg, place the Siberian railroad within easy reach of all parts of Russia proper. Trains run daily between St. Petersburg, Moscow and Zlatoust, and the line from Ekaterinburg to the Dvina river is far advanced, and before the Siberian line is open clear to the Pacific, three years from now, its western end will be joined with the White Sea and Archangel, the far northern part of the empire.

In May the last mail was driven on that part of the road known as the West Siberian line by the completion of the great bridge over the Obi river. The part of the line runs midway between South Siberia, where the climate is mild and the soil fertile, and North Siberia, where there is scanty vegetation and much of the country is covered with tundra. The country is flat and is cut by numerous rivers, over which the most substantial bridges have been built. The traveler here will find considerable variety in the aspect of the country. Between the seventeenth meridian and Omak, for instance, stretches a salt plateau, with numerous salt lakes, while between Omak and the Obi the soil is fertile, the population almost dense and there are numerous forests and herds of cattle.

Beyond the Obi river is the Middle Siberian railroad extending to Irkutsk. By the completion of the bridge over the Chaim river trains are now able to push east to the middle division as far as Krasnoyarsk, where the bridge across the Yenisei river was nearly completed six weeks ago. At that time the bridges over the Bityusa, Iya, Oka and a number of smaller streams were to be completed in a few weeks, and it is expected that before the end of this year the locomotive will make its entrance into the far-distant city of Irkutsk, whose name has for long years suggested something remote from civilization. Most of the road bed is graded and the rails are almost all in place.

In railroad progress even long, cold winters have their advantages. Many thousands of tons of rails, locomotives, rail cars, and all the equipments for railroad building have been in the service all the way to Irkutsk long before the completion of the bridges across the numerous rivers. It was a simple matter. Tracks were thrown across the deeply frozen rivers in winter and thus the material and rolling stock were pushed on ahead of the bridges.

One of the two stretches of the Siberian railroad that will not be built for the present begins on the west shore of Lake Baikal and extends around the south end of the lake. The mountains are almost precipitously out of the lake, there are deep ravines to bridge, and, in fact, the chief engineering difficulties of the entire route are to be found along the shore of Baikal. So, for the present, the Gordian knot has been cut in a happy manner. The tracks are to be carried across the south end of the lake on a large iron steam ferry, a part of which is already on the ground. In winter a track can be placed on the ice. The ferry is only a temporary expedient, but the road may be in operation for some years before the line is completed around the south end of Lake Baikal.

Next comes the transbaikal section, which extends from the lake to Svetoysk, where the Amur section begins. The work of grading the roadbed is in progress all along the transbaikal section, bridge building is far advanced, and about thirty miles of track have been laid east of the lake. The country is not difficult, and this section of the road will be pushed to speedy completion.

Then succeeds the knotty problem of the Amur river. Much has already been given it, but it is not yet solved, and it is quite certain that trains will be running regularly on Vladivostok to the ocean by way of the Amur branch before the road is completed through the Amur valley. Every year this valley is deeply flooded by the overflow of the Amur, and the still unsolved question is how to protect the railroad against these floods. Until a solution is reached this part of the line will not be built, but, fortunately, a substitute has been found in the projected Manchurian railroad, on which the preliminary work has begun and which will give through trains a short cut to the port of Vladivostok.

Some months ago the treaty between Russia and China, by which the czar secured authority to build his branch line came into prominence. The work has been pushed rapidly, but the line is not to be regarded as a part of the main Siberian road, for it is fully intended to complete the road through the Amur Valley before many years. The Manchurian branch is in the hands of a private Russian company, but all its plans are subject to the approval of the Russian government. The branch leaves the Siberian road at Nerchinsk and crosses the Manchurian frontier at Zharushchinsk, reaches the three most important Manchurian towns, Tielikar, Hulan, and Ningut, crosses into Siberia again and joins the Usuri branch of the Siberian railroad at Nikolaevsk. The route, which will be about 560 miles long, is now being surveyed with all possible haste, and building operations will soon begin. The Usuri section of the Siberian road was completed except the bridges over the rivers Kuma and Imam, and about forty miles of track-laying. The end of this year will see the Usuri line in operation to the Amur, where it will connect with the large steamers plying on that river. But this road will play a far less important part than the Manchurian branch until the completion of the Amur line, and it will be the great transsiberian road, which